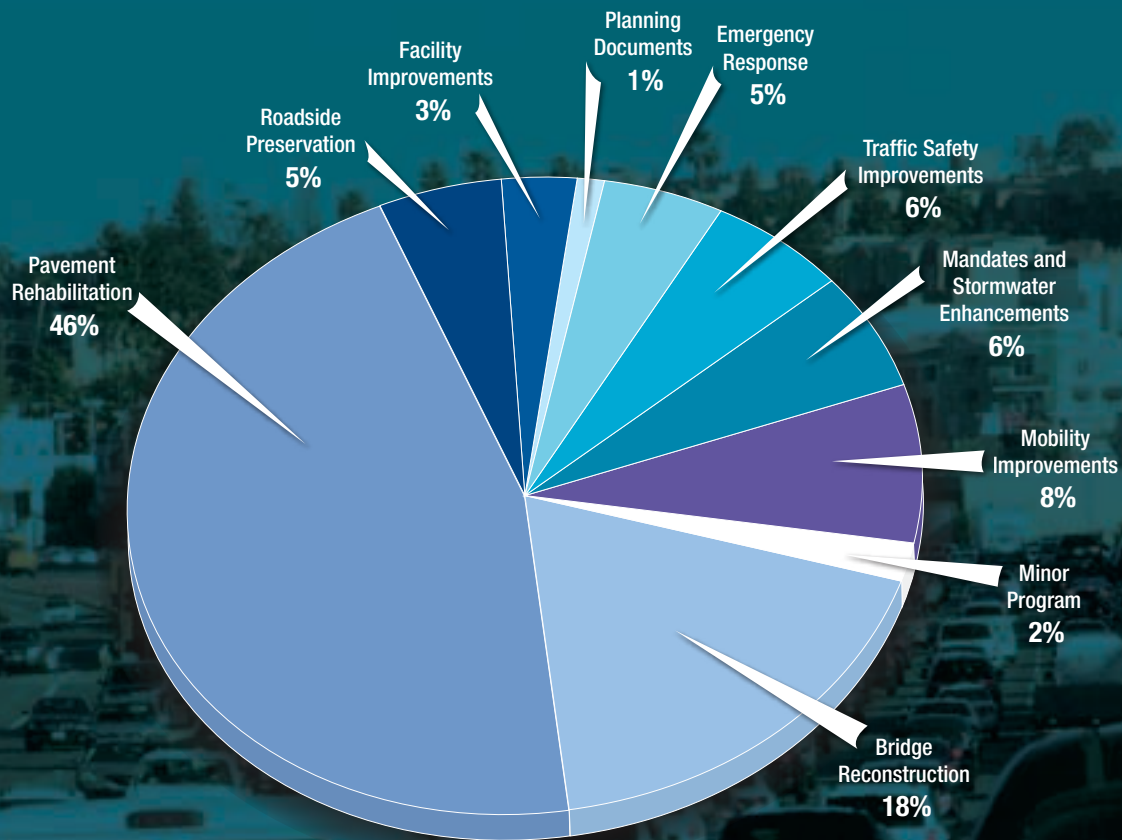


Maintaining the State Highway System with Diminishing Funds



This pie chart highlights the SHOPP rehabilitation and reconstruction funding needs, in percentages. Nearly two-thirds of the demand is for pavement rehabilitation and for bridges that need repair.

Caltrans maintains and operates:

- 50,000 lane-miles of state highways and roadways.
- 13,000 bridges.
- 205,000 culverts and drainage facilities.
- 87 roadside rest areas.
- 30,000 acres of roadside landscaping.
- 180,000 acres of nonlandscaped roadside.
- Maintenance stations, equipment shops, office buildings, and materials laboratories and testing facilities.

The State Highway Operation and Protection Program

The days of rapid and dramatic highway expansion are over. Today, the focus is on maintaining and improving the existing system. Well-maintained transportation systems reduce congestion and travelers' vehicle maintenance costs.

The State Highway Operation and Protection Program (SHOPP) funds are committed to rehabilitation and operational improvements. The SHOPP preserves the existing highway

system and its supporting infrastructure. The ever-increasing demands of vehicles and trucks hauling freight on an aging system causes deterioration that requires major rehabilitation and reconstruction. Our large and aging highway system — the heart of California's \$2-trillion economy — needs \$8.2 billion annually for rehabilitation and reconstruction. This far exceeds the \$2.3 billion available each year, leaving \$5.9 billion unfunded every year.

Rehabilitation and Reconstruction Funding Needs		
Estimates from the 2013 10-Year SHOPP Plan		
Type	Category	Total annual need in millions
Nondiscretionary	Emergency response	\$397
	Traffic safety improvement	\$495
	Mandates and stormwater enhancements	\$488
Discretionary	Mobility improvement	\$631
	Minor program	\$172
	Bridge reconstruction	\$1,490
	Pavement rehabilitation	\$3,786
	Roadside preservation	\$387
	Facility improvement	\$206
	Planning documents	\$118
Total escalated cost		\$8,200

Caltrans is currently updating cost estimates for the annual efforts to preserve the existing state highway system. These updates are expected to be complete in May 2015.

SHOPP funding is limited, and many well-deserving and much-needed major pavement, bridge rehabilitation and mobility projects must be delayed as a result. Selecting which projects can't wait means setting priorities. The highest priority is the "must do" nondiscretionary work such as emergency response, traffic safety improvements, Americans with Disability Act improvements, and stormwater enhancements. The next priority is discretionary work such as pavement rehabilitation, bridge reconstruction followed by minor program or projects under \$1 million, facility improvements and mobility enhancements.

Caltrans delivers most SHOPP projects based on statewide needs. No geographic formula or set percentage determines how and where we select

and fund projects. We use periodic statewide highway system inspections and technical advisors in our districts and headquarters to determine where best to carry out projects.

Looking forward, Caltrans is transitioning to manage the SHOPP as part of an overall asset management plan. As part of this change, we are updating our SHOPP project selection process. Our updated methods will incorporate criteria that tie to our new mission statement and will best use our limited SHOPP funds. It will also help us carry out the requirements of the [Moving Ahead for Progress in the 21st Century Act](#) and some of the State Smart Transportation Initiative [report's January 2014 recommendations](#).

Source: Division of Budgets, Division of Transportation Programming, and the Division of Maintenance